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	during the last war. The Soviets also stated that the field was to be i proved. However, construction work had not yet started.  2. The field was being used for the training of paradiute and airborne troops. The landing of aircraft was facilitated by snoke signals indicating the direction of the wind. The aircraft soen over the field, which was not permanently occupied, used to a proach from the direction of Tula (ChOl2*N/37°36*2), in the north.
	3. In connection with the training of parachute and airborne troops, twia-engine transports would approach the airfield in three squadroas of nine planes each flying at an altitude of 200 to 400 meters. An average of 16 to 22 parachutists, equipped with double parachutes, jumped from each plane. The parachutists were light-colored summer blouses and leather crash-holmets. About 30 percent of them were armed with submachine curs, fitted with slightly curved clip magazines. Nortars of about 30 mm caliber were dropped in two loads, one can carrying the barrel, another one the ground plate. The parachute units were equipped with portable radio sets with umbrella-like antennas, carried by one can. After landing, the parachutists assembled for their combat practice, leaving their parachutes in the drop area. The parachutists were often dropped from aircraft arriving in four or five successive waves. After dropping the parachutists the transports flow back immediately.
	h. Soviet soldiers landing at the field in eargo fliders loaded with jeeps and guns frequently held combined exercises with the parachute units. The gliders would approach in squalrons of 2 planes, each flying in wedge formation at an altitude of about 300 meters. Each glider was towed by a twin-engine plane, the tow line being 80 to 100 meters long. The cliders were released upon white smoke signals which  CLASSIFICATION STORT    X   MANY   X   MSRB   DETRIBUTION
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were presumably given by the leading towing plane. After the gliders had formed a line another white smoke signal was given, whereupon they landed at a steep angle, after circling the airfield the trainengine planes headed north. The gliders landed immediately after the parachutists had descended, sometimes while these were still aloft. Immediately after the cliders had landed side doors were lowered and a motor vehicle similar to a jeep, in addition to an AT gun, were unloaded, the lowered doors serving as ramps. In addition to the motor vehicle and AT gun each glider was loaded with one driver, a gun crew of three and a chief of section who could be recognized from the map he held in his hand. The AT gun was fitted with pneumatic tires and a long, thin barrel of 46 to 48 mm caliber. The gun had a cylindrical muzzle brake and a split-trail carriage with round trails provided with space-like spurs. The upper edge of the un chield as shaped like a heart while the lower edge was straight. On the merch and during the air transport half of the shield was folded back. About 2 minutes after the gliders had touched ground the impleaded jeep would leave with its attached AT gum.

- 5. The field exercises of the parachute and airborne troops began after July 1002. At first only three transports were employed for the transport of parachutists. Later the number of aircraft and parachutists participating in these exercises increased considerably. Training was most intensive in September 1002. Originally the exercises were hold at dawn, later they usually took place between 11 a.m. and 2 p.m. Hight exercises were also observed. On these occasions red and white signal lights were fired over the training area. It could not be observed whether cargo gliders also landed at night. An average one or two exercises were hold weekly with one wave of 27 to 30 planes and nine cargo gliders usually participating.
- 6. A large field exercise was observed in September 1949. It lasted for eight days; four to five waves of aircraft carrying parachutists, and nine gliders participated. A unit estimated to be in regimental strength was bivouacing during this time along the railroad line north of the airfield. The parachutists quickly assembled in squads and then, controlled by unpires, began their combat practice. From 8 to 11 tanks and self-propelled guns also participated in these field exercises, which always seemed to be conducted against a simulated enemy, both sides equipped with guns and mortars. After completion of the exercises the troops left in the irrection of Playsk, where they were seen by source. The parachutists were stationed there.
- 7. The cargo gliders employed for the air landing exercises looked well constructed. The milet's seat was lower than the winge, which had slightly swept-back outer sections. The wing tips were rounded; the glider had a round plexiglass nose.

Attachment: Sketch of the location of Flavsk airfield.



